AC GROUP 7

616

WEATHERLY INDEX

1961

SPECIFICATION CHART AND CATALOG

GASOLINE FILTERS and ELEMENTS

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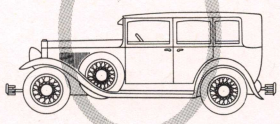
A-2057 LITHO IN U.S.A. 1-61

AC

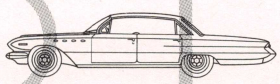
GASOLINE FILTERS AND ELEMENTS

ADDING TO 30 YEARS OF PROGRESS

1930



1961



AC BRINGS YOU THE LATEST IN GASOLINE FILTER DESIGN!

The Forerunner of Modern Filters

Gasoline Filters were first introduced some thirty years ago. At that time, Gasoline Filters were relatively crude . . . just a fine wire mesh. This simple screen kept lint, dirt, metal chips and particles larger than .005 in., out of the carburetor.

AC, the leader in the industry, then developed an edge-type Gasoline Filter. It was a stack of thin brass discs. These disc-type filters are capable of stopping 90% of all particles larger than 50 microns.

Accreted Filter

Filtering efficiency took another major step forward with the introduction of the AC depth-type accreted filter. This type of filter offers a tortuous path for all foreign particles. These depth-type filters prevent 99.5% of all particles larger than 50 microns from entering delicate engine parts.

In-Line Filter

Modern high compression engines with two-and four-barrel carburetors, have created still higher filtering requirements. AC again met the challenge and developed a new and more efficient gasoline filter . . . a disposable in-line type filter. This is a pleated paper filter which removes particles 5 times smaller than previous types. It too, is 99.5% efficient.

Everyone Benefits

At their present, highly developed stage, all AC Gasoline Filters trap out dirt, sand, air-borne contaminants, rust chips and other harmful foreign particles. When you specify AC Gasoline Filters, car owners benefit with more efficient carburetor protection and economical operation. For you, AC offers a complete line of profit-making filters . . . designed for complete market coverage. It's a line you can recommend with confidence . . . for, after thirty years of continuous improvements, AC must be the best!

GASOLINE FILTER INSTALLATION AND ELEMENT SPECIFICATIONS

MAKE, YEAR AND MODEL	FILTER INSTALLATION		USE ELEMENT TYPE ②
	USE FILTER TYPE	EXTRA FITTING REQUIRES	
BUICK			
1942 Dual Carburetor	GF-28 or GF-48	6, 11■	GF-124
1946-47 40, 50	GF-28 or GF-48	6, 11■	
1948-50 40, 50, 70	GF-28 or GF-48	11	
1951 All (with Carter Filter)	GF-28 or GF-48	11	
1951 All (with Moraine Filter)	GF-28 or GF-48	None	
1952 All	GF-28 or GF-48	7, 10	
1953 40	GF-28 or GF-48	7, 10	
1953-54 50	GF-28 or GF-48	11	
1953-55 70	GF-28 or GF-48	7, 10	
1954-55 60	GF-28 or GF-48	7, 10	
1954-55 40	GF-28 or GF-48	11	
1955 50	GF-28 or GF-48	7, 10	
1956 40	GF-28 or GF-48	None	
1956 50, 60, 70	GF-28 or GF-48	8	
1957 All (March '57—on)	GF-48*	—	GF-124
1958-60 (wo/Air Conditioning)	GF-49*	—	GF-124
1958-60 All (w/Air Conditioning)	GF-58*	—	GF-124
1961 All (w/Air Conditioning Except Special)	GF-75*	—	GF-149
1961 All Special (w/Air Conditioning)	GF-81*	—	GF-149
1961 All (wo/Air Conditioning)	GF-72*	—	GF-124
CADILLAC			
1948-52 (Not factory Equipped)	GF-68	—	GF-68
1950-55 (Early) All	GF-28* or GF-48K	—	GF-124K
1955 (Late) -56 All	GF-38* or GF-48K	—	GF-124K
1957 All (wo/Air Conditioning)	GF-38* or GF-48K	—	GF-124K
All (w/Air Conditioning)	GF-51*	—	GF-124K
1957 Brougham (wo/Fuel Injection)	GF-38K1*	—	GF-124K
1958-61 (wo/Air Conditioning)	GF-48K*	—	GF-124K
1958 (w/Air Conditioning)	GF-55*	—	GF-124K
1958 Brougham	GF-38K1*	—	GF-124K
1959-61 All (w/Air Conditioning)	GF-64*	—	GF-149
CADILLAC CRUSADER MARINE			
1957-59 All	GF-39*	—	GF-124
CHEVROLET (Cars)			
1933-52 All	GF-28 or GF-48	None	GF-124
1953-56 All 6 Cyl.	GF-28 or GF-48	10	GF-124
1955-56 V-8 (Not factory Equipped)	GF-68	—	GF-68
1955 All V-8	GF-28 or GF-48	8, 14	GF-124
1956 All V-8	GF-28 or GF-48	None■	GF-124
1957 All 6 Cyl.	GF-28 or GF-48	6, 10■	GF-124
1957 All V-8 (not Corvette):			GF-124
(Thru Feb. '57)			GF-124
(2 Bbl. Carb.)	GF-28 or GF-48	None	GF-124
(4 Bbl. Carter Carb.)	GF-28 or GF-48	None	GF-124
(4 Bbl. Rochester Carb.)	GF-28 or GF-48	6, 11■	GF-124
All Corvette (Thru Feb. '57)	GF-38* or GF-48	—	GF-124
All V-8 (March '57—on)	GF-48*	—	GF-124
All V-8 Fuel Injection	GF-43C*	—	GF-130
1958 All 6 Cyl.	GF-48	6, 10■	GF-124
1958 All V-8 (Except Fuel Injection)	GF-48*	11	GF-124
1958-60 All (w/Fuel Injection)	GF-43C*	11	GF-130
1959-61 All 6 Cyl. & V-8 (Except Corvair)	GF-61	—	GF-61
1960-61 Corvair	GF-68 (2)	—	GF-68 (2)
CHEVROLET (Trucks)			
1941-53 C.O.E. Trucks	GF-28 or GF-48	7	GF-124①
1933-49 Trucks (not C.O.E.)	GF-28 or GF-48	None	GF-124①
1950-53 Trucks (not C.O.E.)	GF-28 or GF-48	7 (2)	GF-124①
1954 Trucks (not C.O.E.)	GF-28 or GF-48	None	GF-124①
1953-54 Trucks (C.O.E.)	GF-28 or GF-48	7	GF-124①

*Factory equipped with A.C.

① When Fleets desire longer element life, use element type 109.

② Filter element should be changed each Spring and Fall.

■ Fitting in package not required.

GASOLINE FILTER INSTALLATION AND ELEMENT SPECIFICATIONS (Cont'd)

MAKE, YEAR AND MODEL	FILTER INSTALLATION		USE ELEMENT TYPE ②
	USE FILTER TYPE	EXTRA FITTING REQUIRES	
CHEVROLET (Trucks) - Continued			
1957 All V-8 (March '57—on)	GF-48*	—	GF-124 ①
1957 All V-8 Tractors (w/Saddle Tanks)	GF-30A●	—	GF-133
1958 All 6 Cyl.	GF-48	—	GF-124 ①
1958 All V-8	GF-48*	—	GF-124 ①
1958 All 9000-10,000 Series	GF-30A*	—	GF-133
1959-61 60, 70, 80 Series	GF-62-C*	—	GF-157
CHRYSLER			
1933-47 and 1949-50 8 Cyl.	GF-28 or GF-48	None	GF-124
1933-42 6 Cyl. (w/Stromberg Carb.)	GF-28 or GF-48	None	
1933-40 6 Cyl. (w/Carter Carb.)	GF-28 or GF-48	3, 6■	
1941-42 6 Cyl. (w/Zenith Filter)	GF-28 or GF-48	3, 6■	
1946-48 6 Cyl.	GF-28 or GF-48	3, 6■	
1948 8 Cyl.	GF-28 or GF-48	3, 6■	
1949-54 8 Cyl.	GF-28 or GF-48	6, 11■	
1955 Windsor 8	GF-28 or GF-48	6, 10■	
Imperial & New Yorker V-8	GF-28 or GF-48	None Δ	
1956 All	GF-28 or GF-48	None Δ	
1957 All	GF-28 or GF-48	None Δ	
1959 All Mdls. (w/4 Bbl. Carb.) (Disposable type)	GF-61	—	GF-61
1958-59 All Mdls. (w/4 Bbl. Carb.) (Factory Equipped)	—	—	GF-157
1960-61 All	GF-61	—	GF-61
CHRIS-CRAFT			
1959 All (w/Chev. 283 Eng.)	GF-39	—	GF-124
CONTINENTAL			
1959 All	GF-59*	—	GF-124
DETROIT DIESEL			
All (w/Hydra Starter)	GF-50*	—	GF-144
DE SOTO			
1933-48 All	GF-28 or GF-48	3, 6■	GF-124
1949-54 All 6 Cyl.	GF-28 or GF-48	6, 11■	
1952 All V-8	GF-28 or GF-48	8	
1953 All V-8	GF-28 or GF-48	6, 7, 10■	
1954-55 All V-8	GF-28 or GF-48	6, 10■	
1956 Firedome V-8	GF-28 or GF-48	None	
Fireflyte V-8	GF-28 or GF-48	None Δ	
1957 All	GF-28 or GF-48	None Δ	
1959-60 All Mdls. (w/4 Bbl. Carb.) (Disposable type)	GF-61	—	GF-61
1958-59 All Mdls. (w/4 Bbl. Carb.) (Factory Equipped)	—	—	GF-157
1961 All Mdls.	GF-61	—	GF-61
DODGE-DART			
1939-48 All Cars	GF-28 or GF-48	3, 6■	GF-124
1933-48 Trucks (not C.O.E.)	GF-28 or GF-48	3, 6■	
1949-52 All Cars	GF-28 or GF-48	7, 10	
1953-54 All Cars	GF-28 or GF-48	6, 11■	
1954 Trucks, All	GF-28 or GF-48	6, 11■	
1955 All Cars: 6 Cyl.	GF-28 or GF-48	3, 6, 8■	
V-8	GF-28 or GF-48	6, 8, 10■	
1956 All Cars: 6 Cyl.	GF-28 or GF-48	6, 7, 10■	
V-8	GF-28 or GF-48	None■	
1957 All V-8	GF-28 or GF-48	None Δ	

*Factory equipped with A.C.
■Fitting in package not required.
ΔFor cars factory equipped with ceramic or sintered filters, A.C. will interchange without additional fittings.
●For multiple installation, use a filter between each tank and selector valve. For single installation, mount filter between selector valve and fuel pump.
① When Fleets desire longer element life, use element type 109.
② Filter element should be changed each Spring and Fall.

GASOLINE FILTER INSTALLATION AND ELEMENT SPECIFICATIONS (Cont'd)

MAKE, YEAR AND MODEL	FILTER INSTALLATION		USE ELEMENT TYPE ②
	USE FILTER TYPE	EXTRA FITTING REQUIRES	
DODGE-DART-Continued			
1958-59 Royal, Coronet V-8	GF-48	None Δ	GF-124
1960-61 All Mdls.	GF-61	—	GF-61
EDSEL			
1958 Corsair, Citation	GF-48*	—	GF-124
1960 All Mdls.	GF-71	—	GF-71
FORD (Cars)			
1940-48 V-8 85 thru 100	GF-28 or GF-48	5, 8, 12■	GF-124
1941-51 6 Cyl.	GF-28 or GF-48	5, 12■	
1949-50 V-8	GF-28 or GF-48	5, 12■	
1946-54 V-8 (Not Factory Equipped)	GF-68	—	GF-68
1949-51 6 Cyl. (Not Factory Equipped)	GF-68	—	GF-68
1951 V-8 (Reg. Air Cl.)	GF-28 or GF-48	5, 12■	GF-124
V-8 (H.D. Air Cl.)	GF-28 or GF-48	5, 7 (2), 12■	
1952 V-8	GF-28 or GF-48	5, 12■	
1955 Thunderbird	GF-28* or GF-48	—	GF-124
1956 Thunderbird	—	—	GF-121
1957 Thunderbird (wo/Supercharger)	GF-38* or GF-48	—	GF-124
1957 All (w/Supercharger)	GF-38K*	—	GF-124
1960 All (Exc. Falcon)	GF-70	—	GF-70
1960 Falcon	GF-71	—	GF-71
1961 All Mdls. Including Falcon	GF-61	—	GF-61
FORD (Trucks)			
1941-51 6 Cyl. (not C.O.E.)	GF-28 or GF-48	5, 12■	GF-124①
1948-52 6 Cyl. C.O.E.	GF-28 or GF-48	5, 8, 12■	
1948-52 V-8 (100 & 106) and C.O.E.	GF-28 or GF-48	5, 12■	
1948-52 V-8 145	GF-28 or GF-48	None	
1955 All	—	—	GF-121
1958-ON F-900, F-1000, F-1100, T-900, C-900, C-1000, C-1100 (w/401, 477 or 534 Eng.)	—	—	GF-74
1955-61 All (w/Puro. P-111-5 Element)	—	—	GF-157
GMC (Truck)			
1957 324, 370 Engs.	GF-38* or GF-48	—	GF-124
1957 270, 302, 347, 370 Engs.	GF-39*	—	GF-124
1957 Mdls. 460 to 630 (Gas Engs.)	GF-30A*	—	GF-133
1958 All	GF-39*	—	GF-124
1958 (Late)-59 302, 336, 370 Engs.	GF-66*	—	GF-163
1959 Mdls. 100 thru 550	GF-39*	—	GF-124
1959 Mdls. FA630, FA660, FWA660	GF-30A*	—	GF-133
1960-61 305B & 351 V-6 Engs.	GF-62T*	—	GF-157
HENRY J			
1951 6 Cyl. (no oil filter)	GF-28 or GF-48	None	GF-124
1951 6 Cyl. (with oil filter)	GF-28 or GF-48	8	
1952-54 All 4 Cyl.	GF-28 or GF-48	8	
1952-53 All 6 Cyl.	GF-28 or GF-48	None	
1954 All 6 Cyl.	GF-28 or GF-48	8	
HUDSON			
1933-52 All	GF-28 or GF-48	None	GF-124
1953-54 All (Single Carb.)	GF-28 or GF-48	6, 11■	
All (Dual Carb.)	GF-28 or GF-48	None	
1955 Hornet V-8	GF-28 or GF-48	None Δ	
IMPERIAL			
1955-57 All	GF-28 or GF-48	None Δ	GF-124
1961 All	GF-61	—	GF-61

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② Filter element should be changed each Spring and Fall.
■ Fitting in package not required.
Δ For cars factory equipped with ceramic or sintered filters, A.C. will interchange without additional fittings.
*Factory equipped with A.C.

GASOLINE FILTER INSTALLATION AND ELEMENT SPECIFICATIONS (Cont'd)

MAKE, YEAR AND MODEL	FILTER INSTALLATION		USE ELEMENT TYPE ②
	USE FILTER TYPE	EXTRA FITTING REQUIRES	
KAISER			
1951-52 All	—	—	GF-124
1953 All	GF-28 or GF-48	6, 11■	GF-124
1954 All (with Supercharger)	GF-28 or GF-48	3	
All (without Supercharger)	GF-28 or GF-48	None	
LINCOLN			
1936-48 All	GF-28 or GF-48	5, 12■	GF-124
1949-52 All	GF-28 or GF-48	None	
1955 All (Early)	—	—	GF-124
1958 All	GF-48*	—	GF-124
1959 All	GF-59*	—	GF-124
1960 All	GF-71	—	GF-71
1961 All	GF-61	—	GF-61
MACK			
1957-59 ENF-464A, ENF-707B & C Engs. (Mack 484GB17)	GF-46*	—	GF-135
MERCURY			
1939-48 All	GF-28 or GF-48	5, 8, 12■	GF-124
1946-53 (Not factory Equipped)	GF-68	—	GF-68
1949 All	GF-28 or GF-48	5, 12■	GF-124
1950 All (wo/Oil Filter)	GF-28 or GF-48	5, 12■	
1958 All (Early)	GF-48*	11	GF-124
(Late)	GF-59*	—	GF-124
1959 All (Except Medalist)	GF-59*	—	GF-124
1960 All (Including Comet)	GF-71	—	GF-71
1961 All (Including Comet)	GF-61	—	GF-61
NASH			
1933-38, 1949-51 Ambassador 6 & 8	GF-28 or GF-48	None	GF-124
1934-40 Lafayette	GF-28 or GF-48	None	
1941-42 600	GF-28 or GF-48	6, 11■	
1946-53 600, Statesman, Rambler	GF-28 or GF-48	None	
1952-54 Ambassador	GF-28 or GF-48	8	
1954-55 Rambler	GF-28 or GF-48	None	
1954 Statesman	GF-28 or GF-48	6, 7, 10■	
1955 Statesman, Ambassador	GF-28 or GF-48	None△	
1956 Ambassador 6 & V-8	GF-28 or GF-48	None△	
OLDSMOBILE			
1935-48 All	GF-28 or GF-48	None	GF-124
1949-50 6 Cyl.	GF-28 or GF-48	None△	
1949-50 V-8 (Rochester Carb.)	GF-28 or GF-48	13	
1949-50 V-8 (Carter Carb.)	GF-28 or GF-48	4	
1958 All (w/Air Conditioning)	GF-56*	—	GF-124
1959-60 All (w/Air Conditioning)	GF-60*	—	GF-149
1961 All (Except F-85 Mdl.) (w/Air Conditioning)	GF-60*	—	GF-149
1961 All (Except F-85 Mdl.) (wo/Air Conditioning)	GF-77*	—	GF-124
1961 All F-85 Mdl.	GF-83*	—	GF-149
OPEL			
1958 Rekord	GF-48	None	GF-124
PACKARD			
1946-54 All	GF-28 or GF-48	None	GF-124
1955-56 All V-8	GF-28 or GF-48	None △	
PLYMOUTH			
1933-48 All	GF-28 or GF-48	3, 6■	GF-124
1949-55 All	GF-28 or GF-48	6, 11■	
1956 All 6 Cyl.	GF-28 or GF-48	6, 11■	

*Factory equipped with A.C. ② Filter element should be changed each Spring and Fall.
■ Fitting in package not required.
△ For cars factory equipped with ceramic or sintered filters, A.C. will interchange without additional fittings.

GASOLINE FILTER INSTALLATION AND ELEMENT SPECIFICATIONS (Cont'd)

MAKE, YEAR AND MODEL	FILTER INSTALLATION		USE ELEMENT TYPE ②
	USE FILTER TYPE	EXTRA FITTING REQUIRES	
PLYMOUTH - Continued			
1956-57 All V-8	GF-28 or GF-48	None Δ	GF-124
1957-58 All 6 Cyl.	GF-28 or GF-48	8	
1958-59 All V-8 Mdls. (w/4 Bbl. Carb.) (Factory Equipped)	—	—	GF-157
1960-61 All (Including Valiant)	GF-61	—	GF-61
PONTIAC			
1933-52 All	GF-28 or GF-48	None	GF-124K
1953-54 All	GF-28 or GF-48	8	
1955 All	GF-28 or GF-48	None Δ	
1956 All (Early)	GF-38 or GF-48	8	
All (Late)	GF-38* or GF-48	—	GF-124K
1957 All except Air Cond't (thru Nov. '56)	GF-38* or GF-48	—	GF-124K
All (Dec. '56-on)	GF-38-P* or GF-48P*	—	GF-124K
All (w/Air Cond't)	GF-48-P*	—	GF-124K
All Fuel Injection	GF-43*	—	GF-130
1958-59 (Early) All (wo/Air Conditioning)	GF-48P*	—	GF-124K
1958-59 (Early) All (w/Air Conditioning)	GF-53*	—	GF-124K
1958-59 (Early) All (w/Fuel Injection)	GF-43*	—	GF-130
1959 (Late)-60 All (Disposable Type)	GF-61-P*	—	GF-61-P
1959 (Late)-60 All (w/Air Conditioning)	GF-63*	—	—
1961 All (Except Tempest) (w/Air Conditioning)	GF-73*	—	GF-73
1961 All (Except Tempest) (wo/Air Conditioning)	GF-61-P*	—	GF-61-P
1961 All Tempest (w/Air Conditioning & 215 Eng.)	GF-67*	—	GF-67
1961 All Tempest (w/4 Bbl. Carb. & 195 Eng.)	GF-61*	—	GF-61
STUDEBAKER			
1947-50 Champion	GF-28 or GF-48	7	GF-124
1947-50 Commander	GF-28 or GF-48	None	
1951 Commander	GF-28 or GF-48	8	
1951 Champion (wo/Oil Filter)	GF-28 or GF-48	None	
1951 Champion (w/AC Oil Filter)	GF-28 or GF-48	7	
1952 All	GF-28 or GF-48	None	
1953-54, 1956-57 Champion	GF-28 or GF-48	None	
1954 Commander V-8	GF-28 or GF-48	8	
1955 Commander, President	GF-28 or GF-48	None Δ	
1956 Commander & President V-8	GF-28 or GF-48	7	
1956 Golden Hawk	GF-28 or GF-48	None Δ	
1956 Other Hawk Mdls.	GF-28 or GF-48	8	
1957 Champion	GF-28 or GF-48	None	
1946-61 (Not factory Equipped)	GF-68	—	GF-68
WILLYS			
1933-50 All	GF-28 or GF-48	None	GF-124
1951-52,54 Station Wagon and Jeepster	GF-28 or GF-48	None	
1951-52 Pick-up and Panel	GF-28 or GF-48	8	
1952 Pass. Car	GF-28 or GF-48	8	
1953-54 6 Cyl. Hurrican Eng. ("F" Head)	GF-28 or GF-48	8	
1953-54 6 Cyl. Lightning Eng. ("L" Head)	GF-28 or GF-48	None	
1955 All Pass.	GF-28 or GF-48	None Δ	
1958-59 FC-170 (C.O.E.)	GF-48	6, 11■	GF-124
1946-60 (Not factory Equipped)	GF-68	—	GF-68
UNIVERSAL APPLICATION			
Gasoline Truck, Bus, Marine and Stationary Engines	GF-28 or GF-48	7	GF-124
	GF-61	—	GF-61

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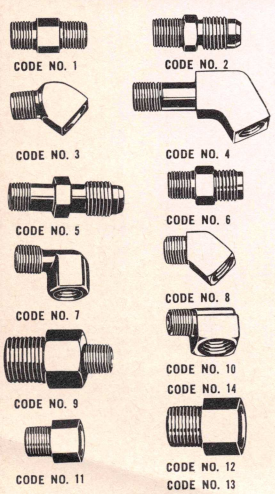
Δ For cars factory equipped with ceramic or sintered filters, A.C. will interchange without additional fittings.
■ Fitting in package not required.

SPARE PARTS & ELEMENTS TO SERVICE AC FILTERS

FILTER TYPE	REPLACEMENT ELEMENT&	SPARE PARTS						
		BOWL	BOWL GASKET	BAIL ASS'Y OR CLAMP RING	ELEMENT SEALING GASKET	SHELL GASKET	COVER	SHELL ASS'Y
4-11 Incl. (Old Line)	GF-124	CF-20	106	—	CF-132*	—	—	—
GF-28	GF-124	CF-20	CF-131	CF-19	CF-132*	—	—	—
GF-30	GF-133	—	—	—	CF-128	CF-127	—	—
GF-30A	GF-133	—	—	—	—	CF-127	—	CF-146
GF-38	GF-124	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-38K	GF-124	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-38K1	GF-124K	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-38-P	GF-124	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-39	GF-124	CF-23	CF-131	CF-22	—	—	—	—
GF-43C	GF-130	—	—	—	CF-136	—	—	—
GF-46	GF-135	CF-23	106	CF-22	—	—	—	—
GF-48	GF-124	CF-20	CF-131	CF-19	CF-132	—	CF-142	—
GF-48K	GF-124K	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-48P	GF-124K	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-49	GF-124	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-50	GF-144	CF-23	106	—	—	—	—	—
GF-51	GF-124K	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-53	GF-124K	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-55	GF-124K	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-56	GF-124	CF-20	CF-131	CF-19	CF-132	—	—	—
GF-57	GF-155	CF-20	CF-131	CF-156	—	—	—	—
GF-58	GF-124	CF-20	CF-131	CF-19	CF-132	—	CF-142	—
GF-59	GF-124	CF-20	CF-131	CF-19	CF-132	—	CF-142	—
GF-60	GF-149	CF-20	CF-131	CF-19	—	—	—	—
GF-61●	—	—	—	—	—	—	—	—
GF-61-P●	—	—	—	—	—	—	—	—
GF-62	GF-157	—	—	—	CF-165	—	—	—
GF-62C	GF-157	—	—	—	CF-165	—	—	—
GF-62T	GF-157	—	—	—	CF-165	—	—	—
GF-63	—	CF-20	CF-131	CF-19	—	—	—	—
GF-64	GF-149	CF-20	CF-131	CF-19	—	—	—	—
GF-66	GF-163	CF-23	106	CF-22	—	—	CF-142	—
GF-67●	—	—	—	—	—	—	—	—
GF-68●	—	—	—	—	—	—	—	—
GF-70●	—	—	—	—	—	—	—	—
GF-71●	—	—	—	—	—	—	—	—
GF-72	GF-124	CF-20	CF-131	CF-19	—	—	—	—
GF-73●	—	—	—	—	—	—	—	—
GF-75	GF-149	CF-20	CF-131	CF-19	—	—	—	—
GF-77	GF-124	CF-20	CF-131	CF-156	—	—	—	—
GF-81	GF-149	CF-20	CF-131	CF-19	—	—	—	—
GF-83	GF-149	CF-20	CF-131	CF-156	—	—	—	—

*For use with GF-124 element. ●Disposal Filter.

FITTINGS FOR AC FILTER INSTALLATIONS



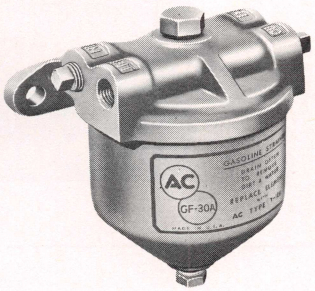
FITTING CODE NO.	NOT AVAILABLE AT AC FACTORY INTERCHANGEABLE WITH		DESCRIPTION
	WEATHER-HEAD NO.	IMPERIAL NO.	
1	3325 x 2	122-B 1/8	1/8" Special Pipe Nipple
2	48 x 5	48-F 5/16 x 1/8	5/16" Tube Special Flared Connector (Short)
3	350 x 5	94-W 5/16 x 1/8	5/16" Tube Inverted Flare 45° Elbow
4	1524	None	1/8" Special 65° Street Elbow
5	1532	None	5/16" Tube Special Flared Conductor (Long)
6	1514	None	5/16" Tube Special Inverted Flared Connector
7	3400 x 2	116-B 1/8	1/8" 90° Street Elbow (Short)
8	3350 x 2	124-B 1/8	1/8" 45° Street Elbow
9	3325 x 6 x 2	None	3/8" - 1/8" Reducing Nipple
10	400 x 5	49-W 5/16 x 1/8	5/16" Tube Inverted Flare 90° Elbow
11	200 x 5	48-W 5/16 x 1/4	5/16" Tube Inverted Flare Connector
12	1513	None	1/2" - 20 Adapter
13	3200 x 2	120-B 1/8	1/8" - 27 Adapter
14	400 x 4	49-W 1/4 x 1/8	1/4" Tube Inverted Flare 90° Elbow

For cars factory equipped with Ceramic or Sintered Filters, A.C. will interchange without additional fittings.

FIELD INSTALLATION UNITS

Heavy-Duty Filters GF-30A

- Easy to Install
- Large Capacity
- Use Element Type GF-133
- Extra Fine Filtration
- Recommended Change Period 20,000 Miles
- For Heavy-Duty Truck and Gasoline Engine Applications
- Mounting Location: Fender Splash Pan — Fire Wall — Engine Proper

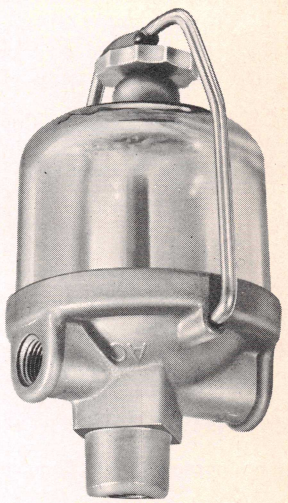


(Note) If filter is mounted independent of engine, intermediate flexible lines must be used to prevent vibration fatigue of metal fuel lines.

(GF-30A Filter supersedes type GF-30)

Vapor Diverter Type GF-52 For Commercial Vehicles

- Diverts vapor away from carburetor back to the fuel tank where it is condensed into usable fuel.
- Insures adequate fuel delivery under all operating conditions.
- Complete installation instructions packed with each unit.



Metal Bowl Filter GF-39

- Meets Insurance Underwriters Requirements.
- High Efficiency Filtration
- Use Element Type GF-124
- For Marine and Heavy-Duty Applications.

GF-61 (Disposable)

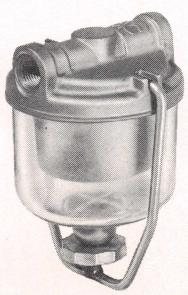
For all cars with 5/16 Lines from Pump to Carburetor

- Large Filtering Capacity
- Easy to Install
- For Use on 1959-61 Chevrolet 6's and 8's
- For 1959-61 Chrysler and 1961 Ford Family Cars.

Automotive Filter GF-48

- Easy to Install
- Fine Filtration
- Use Element Type GF-124
- One Fitting — 1/8" Special Pipe Nipple — Packed with Each Filter
- Fits all Cars and Popular Trucks.

(GF-48 supersedes types GF-28 and GF-38)



Heavy-Duty Filter GF-62C, GF-62T

- For Heavy-Duty Chevrolet and GMC Truck Applications
- Use Element Type GF-157.
- Inline Mounting Location
- Large Capacity

FIELD INSTALLATION UNITS (Cont'd)

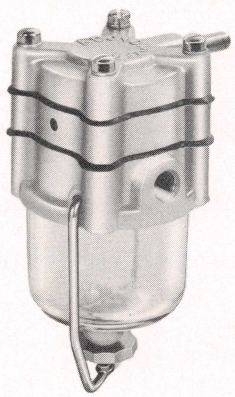
GF-68
(Disposable)

For all cars with 1/4" line from pump to carburetor. Also can be used on Studebaker V-8's with 5/16" line from pump to carburetor.

- Large Filtering Capacity
- Easy to Install

- Improves Engine Efficiency
- Increases Fuel Economy
- Improves Engine Starting
- Improves Engine Idling
- Prevents Flooding and Stalling

AC
ACON-O-MIZER
TYPE GF-69



The GFM-80 MERCHANDISER KIT

The GFM-80 Merchandiser Kit contains:

3–GF-61 Gasoline Filters
2–GF-61P Gasoline Filters
1–GF-68 Gasoline Filter
2–GF-70 Gasoline Filters
2–GF-71 Gasoline Filters
1 pair of K-D Hose Clamp Pliers
1 In-Line Filter Counter Display

The slim design of the new all-steel K-D wire hose clamp pliers makes it easy to reach into tight, hard-to-get-at places. Unique jaws swivel through 180 degrees, permitting removal or installation of wire clamps at any position, quickly, easily. Deep slots in the tempered jaws hold the clamp securely and safely. The K-D pliers can be used for all sizes of self-tightening spring wire hose clamps. Every service station, car dealer, and garage needs this handy tool. Saves work—saves time.

Use these pliers to stimulate employee sales action!

The handy K-D wire clamp pliers make an ideal award for an employees' sales incentive contest. Encourage more profitable gasoline filter sales by awarding a pair of K-D clamp pliers to every employee selling 10 AC in-line filters.

ORDER YOUR GFM-80 TODAY

GASOLINE FILTER ELEMENTS FOR REPLACEMENT

Disk Type Elements

TYPE 109—

Standard equipment in all GF-28 filters (GF-124 is optional)

TYPE GF-121—

Heavy Duty element similar to type 109A but with increased filtering area.

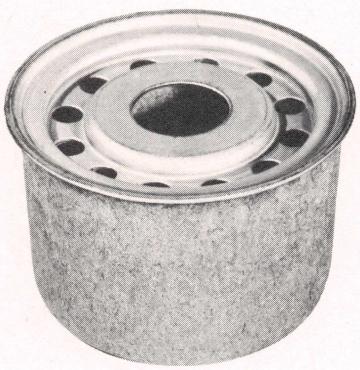
TYPE GF-135—

Heavy Duty element standard equipment in all GF-46 filters.

TYPE GF-163—

Standard equipment in all GF-66 filters for all but heavy duty model GMC trucks.

Accreated Type Elements



TYPE GF-124—

Standard equipment in all GF-38, GF-38K, GF-38-P, GF-39, and GF-48 filters. (Can be used in all type GF-28)

TYPE GF-124K—

Standard equipment in all GF-38K1, GF-48K, GF-48P, and GF-51. Can be identified from GF-124 by red color of element. (Use specifically as a replacement for Pontiac and Cadillac)

TYPE GF-149—

Standard equipment in all GF-60 and GF-64 filters. (Use specifically as a replacement for 1959-61 Cadillac and Oldsmobile with Air Conditioning).

Pleated Paper Type Elements

TYPE GF-74—

Used to replace FoMoCo element B8QH-9635A on 1958-ON Ford Trucks with 401, 477 & 534 Engine.

TYPE GF-130—

Used with fuel injection systems. Removes extremely fine particles.

TYPE GF-157—

Used to replace screw type filter on Ford & Dodge trucks. Also the standard equipment element for AC filter type GF-62-C used on Chevrolet trucks and filter type GF-62-T on GMC trucks.

Bellows Paper Type Elements

TYPE GF-133—

Heavy Duty element. Standard equipment in all GF-30A filters. (Can be used in all Type GF-30)

TYPE GF-144—

Heavy Duty element. Used in GF-50 filter for Detroit Diesel Hydrastarter.

NOTES

AC SPARK PLUG DIVISION

GENERAL MOTORS CORPORATION

FLINT 2, MICHIGAN